

B. F. TAYLOR,
Sole Agent.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.,
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1826. 日五廿月三年七十二精光

MONDAY, MAY 13, 1901.

一拜禮

號三十月五年其港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 25,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,310,000

Head Office: YOKOHAMA.
Branches and Agencies:
TOKIO, KOBÉ,
NAGASAKI, LONDON,
LYONS, NEW YORK,
SAN FRANCISCO, HONOLULU,
HOMBAI, SHANGHAI,
TIENSIN, NEWCHIWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO, HODSUMI,
Manager.
Hongkong, 17th April, 1901. [11]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital £1,000,000
Paid up Capital £ 374,374
HEAD OFFICE: HONGKONG.

Board of Directors:
Chun Kit Shan, Esq., C. Ewens, Esq.
Chow Tung Shing, Esq., J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 20th December, 1899. [8]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND: Sterling Reserve \$10,000,000
Silver Reserve \$ 3,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. SIEWAN, Esq., Chairman.
The Hon. J. J. KESWICK, Deputy Chairman.
-A. Haupt, Esq.

D. M. Moses, Esq., N. A. Siebs, Esq.
A. J. Raymond, Esq., H. W. Slade, Esq.
R. L. Richardson, Esq., H. E. Tomkins, Esq.
H. Schubart, Esq., Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong: Sir THOMAS JACKSON.

Shanghai: H. M. BEVIS, Esq.
LONDON BANKERS: LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG: INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 % per Annum.
For 6 months, 3 % per Annum.
For 12 months, 4 % per Annum.
T. JACKSON, Chief Manager.
Hongkong, 29th April, 1901. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may
be obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON, Chief Manager.
Hongkong, 4th October, 1900. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.
Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office: SHANGHAI.
Branches and Agencies:
CANTON, PEKING,
CHUNKIANG, SINGAPORE,
CHUNKING, TIENSIN,
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.
HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 1/2 % per Annum Fixed Deposits for 3 months.
4 % " " " 6 " "
5 % " " " 12 " "

E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901. [14]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.
CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE
HOLDERS £800,000
RESERVE FUND £255,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent.
per Annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " " " 3 1/2 " "
" " " 3 " " " 3 " "

T. P. COCHRANE,
Manager.
Hongkong, 16th October, 1900. [35]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.
\$3.00 1/2 Cask of 37 1/2 lbs. Net ex Factory.
\$3.00 1/2 Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 12th December, 1900. [19]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

MARSEILLES and LONDON } Canton C.F. Lockstone, R.N.R. About 16th May ... Freight or Passage.

SHANGHAI Parramatta, R.T. Denny, R.N.R. About 24th May ... Freight or Passage.

LONDON, &c. Bengal S. Barcham, Noon, 25th May ... Freight or Passage.

SHANGHAI and JAPAN G.W. Gordon, R.N.R. About 31st May ... Freight or Passage.

(See Special Advertisement).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 13th May, 1901. [15]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
PRINZ HEINRICH WEDNESDAY, 15th May.
PREUSSEN WEDNESDAY, 29th May.
HAMBURG, Hamburg-Amerika Linie THURSDAY, 13th June.
SACHSEN THURSDAY, 27th June.
KLAUSCHOW, Hamburg-Amerika Linie THURSDAY, 11th July.
RAVEN THURSDAY, 25th July.
STUTTGART THURSDAY, 8th August.
KONIG ALBERT THURSDAY, 22nd August.
PRINZESS IRENE THURSDAY, 5th September.
PREUSSEN WEDNESDAY, 2nd October.
HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 16th October.
SACHSEN WEDNESDAY, 30th October.
KLAUSCHOW, Hamburg-Amerika Linie WEDNESDAY, 13th November.
BAVERN WEDNESDAY, 27th November.

ON WEDNESDAY, the 15th day of May, 1901, at NOON, the Steamship "PRINZ
HEINRICH" of the NORDEUTSCHER LLOYD, Captain R. Heintze, with MAILS,
PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and
GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 13th instant, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 14th instant, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 14th instant.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
Linen can be washed on board.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS. [22]

Hongkong, 1st May, 1901.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [16]

EL CAPITAN PILSENER BEER.

PER CASE OF 4 DOZ. QUARTS \$13

6 DOZ. PINTS \$13

SOLE AGENTS:

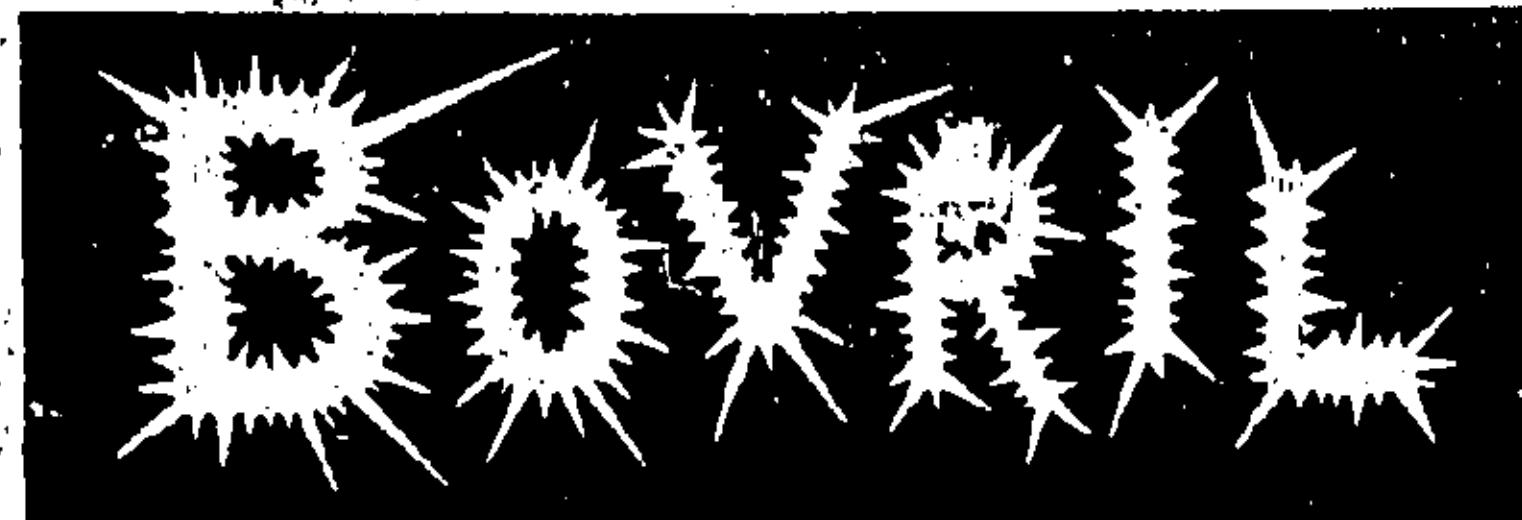
H. PRICE & Co.,

12, QUEEN'S ROAD.

Hongkong, 2nd May, 1901. [20]

Intimations.

Bovril Promotes Energy and takes away
that tired feeling which life in the East pro-
duces. Unrivalled for Athletics and persons
of either sex cultivating physical strength.
To be obtained at all Stores, Chemists and
Hotels throughout Hongkong, China and
Japan. [287c]



BOVRIL PROMOTES HEALTH,
STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON.

CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT: THOMAS SKINNER.
SUPERINTENDENT: ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.



AQUARIUS.

PURE, SPARKLING, TREBLE DISTILLED, TABLE
WATER.

Entirely free from all forms of Organic Contamination.
Mixes freely with Wines and Spirits without in any way
interfering with their Character.

SOLE AGENTS:
CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 6th May, 1901. [15]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTRY, DIARRHŒA, HEMORRHOGE and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai. [21]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS OF TWENTY per
cent. upon Contributions for the year
1900 has been declared.

WARRANTS will be issued on the 1st May.
By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 19th April, 1901. [438c]

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED
NOTES have been STOLEN from
the Premises of the BANQUE DE L'INDO-CHINE
and which said Notes are expressed on the face
thereof to be PAYABLE at the BRANCH
Office of the said BANQUE in SAIGON, the
Numbers of which said Notes are as follows:—
Series V 49, 1 to 1,000 of \$1 (One Dollar)
each.
Series Z 49, 1 to 1,000 of \$1 (One Dollar)
each.

The Public are hereby CAUTIONED against
purchasing or dealing in any way with such
Notes, as the BANQUE DE L'INDO-CHINE
accepts no liability for the same.

By Order of the Chief Manager in Saigon,
For the BANQUE DE L'INDO-CHINE,
L. BERINDOAQUE,
Acting Manager.

Hongkong, 26th February, 1901. [267c]

NOTICE.

TENDERS are hereby called for the
ERECTION OF BRICK SHOPS at
JESSALTON for the NORTH BORNEO GOVERN-
MENT. Particulars of which may be seen at
the Office of:

Messrs. GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 13th February, 1901. [200c]

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the
POSITION of SUPERINTENDENT
OF PUBLIC WORKS, and GOVERNMENT
SURVEYOR. Applications and Copies of
Testimonials to be sent to the undersigned,
from whom terms may be learnt. Appointment
to be taken up as soon as possible.

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 26th January, 1901. [124c]

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN
PIANOS.

MONTHLY PAYMENT
SYSTEM.

TUNING, REPAIRS.

Our Speciality.

INSTRUMENTS.
STRINGS.

MUSIC.

Grand stock, reduced to clear.

Hongkong, 13th March, 1901. [26]

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the Hongkong Hotel).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
"Eye Strain" ending in serious forms of disease.
Glasses, specially adapted in youth to those
requiring them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indicate
a deficiency in the form of the eye requiring
Classes only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVICE FREE. [1453b]

Intimations.

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the SIX-
TEENTH ANNUAL ORDINARY
GENERAL MEETING of the Company
(since its registration), will be held in the
Board Room, at the Hongkong Dispensary, on
WEDNESDAY, the 23rd instant, at TWELVE
O'CLOCK NOON, for the purpose of receiving
the Report of the General Managers, together
with a Statement of Accounts to the 31st
December, 1900.

The REGISTER of SHARES will be
CLOSED from THURSDAY, the 16th instant,
until SATURDAY, the 25th instant, both days
inclusive, during which period no Transfer of
Shares will be registered.

By Order,

A. H. MANCELL,
Secretary.

Hongkong, 11th May, 1901. [512c]

CANTON LAND CO., LIMITED.

NOTICE is hereby given that the follow-
ing:—

Numbered. In the Name of.

6 10 51-60 ANTHONY BABINGTON, Esq.

7 10 61-70 " "

8 10 71-80 " "

9 10 81-90 " "

14 10 151-160 CREASEY EWENS, Esq.

15 10 161-170 " "

18 9 182-190 FONG SHIU SAN, Esq.

19 10 191-200 " "

20 10 201-210 " "

25 10 246-255 A. G. G. GORDON, Esq.

33 10 311-320 ELIAZER SILAS KELLY, Esq.

34 10 321-330 " "

35 10 331-340 " "

37 10 341-350 " "

37 10 351-360 " "

with transfer deeds attached having been
LOST One Certificate for the date hereof and
the Original Certificate will be considered by
the Company as Null and Void, and all persons
are hereby warned against accepting or nego-
ciating same.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th May, 1901. [501c]

NOTICE.

I, THE Undersigned, hitherto known as
ELLIS KADOREE, have this Day
assumed this Name and shall henceforth be
known as ELLIS KADOREE.

Hongkong, 10th May, 1901. [507c]

SINGING, PIANO, MANDOLINE,
AND GUITAR.

SIGNOR CATTANEO, having returned
to the Colony, has resumed Tuition.
TERMS \$10 per Month.
(TWO LESSONS PER WEEK).

Application may be made by intending
pupils through the ROBINSON PIANO CO.
Hongkong, 20th April, 1901. [444c]

WANTED.

ENGLISH MINING ENGINEER and
MANAGER, First Class Testimonials,
Wide Experience, is shortly terminating
present engagement in MALAY PENINSULA
and wishes for Employment as above in JAPAN,
CHINA or COREA.

Address:—"CYANDIE,"
C/o Straits Times, Singapore.

30th April, 1901. [475c]

WANTED.

A COMPETENT SHORTHAND RE-
PORTER.

Apply, stating Qualifications and Salary
required, to

"X.A."
C/o This Office.

Hongkong, 19th April, 1901.

To be Let.

TO LET.

GODOWN in DUDDELL STREET from 1st
June.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 1st May, 1901. [476c]

TO LET.

POSSESSION APRIL 1ST.

1, STEWART TERRACE.

Apply to
J. W. NOBLE.

Hongkong, 6th March, 1901. [297c]

TO LET.

"WOODLANDS WEST," No. 9, SEV-
MOUR ROAD.

Apply to
"S.B."
C/o This Office.

Hongkong, 13th March, 1901. [322c]

TO LET.

NOS. 2 and 5, RICHMOND TERRACE,
Immediate Possession.

Apply to
LAU CHU PAI,
Care of A. S. Watson & Co., Ltd.

Hongkong, 1st April, 1901. [175c]

TO LET.

A HOUSE in RIFON TERRACE.

HOUSES at LEIGHTON HILL.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 1st May, 1901. [479c]

Masonic.

PERSEVERANCE LODGE OF

HONGKONG, No. 1, 1652.

A REGULAR MEETING of the above
LODGE will be held in the FREEMAN-
SONS' HALL, Zealand Street, on THURSDAY,
the 16th instant, at 8.30 for 9 P.M. precisely.
Visiting Brethren are cordially invited to attend.

Hongkong, 10th May, 1901. [508c]

Today's Advertisements.

NOTICE.

\$45,000 to lend upon First Class Mortgage Security in large or small amounts.

Apply—
J. J. FRANCOIS,
4, Des Vaux Road,
Hongkong, 11th May, 1901. [511c]

PUBLIC AUCTION.

NOTICE is hereby given of the proposed Sale by Public Auction, for and on Account of the Consignee, at the Sales Rooms of Messrs. HUGHES & HOUGH, Hongkong, on

WEDNESDAY, the 22nd May, 1901, at 12 o'clock, NOON, of the British Steamer "SOBRON," 7,382 Tons Gross, 4,411 Tons Net, as she now lies on the TUNG YING ISLAND (recently stranded).

The steamer with her GEAR, TACKLE, ENGINES, BOILERS, MACHINERY and APPURTENANCES now on board, and about 1,200 Tons of COAL in her Bunkers will be put up in ONE LOT.

That portion of her CARGO remaining on board, and consisting of about

125 Bales SKINS,
160 Cases BRISTLES,
250 Bales STRAWBRAID,
60 " HIDES,
50 " PAGES WAX,
50 " FEATHERS,
170 " JUTE,
200 " GALLNUTS,
100 " COTTON,
100 " MERCHANDISE (Various).

all, more or less, in a SECOND LOT, and ONE BOILER, sent from Shanghai for Salvage Purposes, and now on the Steamer's Deck, in a THIRD LOT.

TERMS.—Cash on the fall of the hammer, when the steamer, the Cargo remaining on board, and the Boiler last mentioned, will be at the risk of the RESPECTIVE PURCHASERS.

Superintendent, P. & O. S. N. Co.,
HUGHES & HOUGH,
Auctioneers.
Hongkong, 13th May, 1901. [516c]

NOTICE.

TO all whom it may concern, NOTICE IS HEREBY GIVEN that the Cargo remaining on board the P. & O. S. N. Co.'s Steamer "SOBRON," recently stranded on TUNG YING ISLAND, and consisting of about

125 Bales SKINS,
160 Cases BRISTLES,
250 Bales STRAWBRAID,
60 " HIDES,
50 " PAGES WAX,
50 " FEATHERS,
170 " JUTE,
200 " GALLNUTS,
100 " COTTON,
100 " MERCHANDISE (Various),

will be sold by Public Auction in ONE LOT at the Sales Rooms of Messrs. HUGHES & HOUGH, Hongkong, on WEDNESDAY, the 22nd May instant, at 12 o'clock Noon.

H. A. RITCHIE, 1,
Superintendent, P. & O. S. N. Co.,
Hongkong, 13th May, 1901. [517c]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

CONSIGNEES of the following Goods, shipped per S.S. "WITTENBERG," to "ORDER," at Hongkong:

F. B. & Co. 1549/50 2 cases Calcium Carbide.

AG. 15501/2 2 " "

[G] 15549/53 2 " Saltpetre Acid.

80 1 " Saltpetre.

87/9 5 " Sulphuric Acid.

89 1 " Ether.

122 1 " Acid.

303 1 " Turpentine Oil.

and now lying in a lighter off Stone Cutter's Island, are hereby requested to send in their Bills of Lading for countersignature and take immediate delivery of the Cargo.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 13th May, 1901. [515c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"MELPOMENE,"

Captain Matcovich, will leave for the above place, on FRIDAY, the 17th instant, P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 13th May, 1901. [514c]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with

THE OREGON RAILROAD AND NAVIGATION COMPANY,

Operating the New First-class Steamships

"INDRAVELLI," "INDRAPURA,"

"KNIGHT COMPANION,"

between

HONGKONG and PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION,"

will be despatched for PORTLAND (OR.) on FRIDAY, the 17th instant.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Ports.

For through Rates of Freight and further information communicate with or apply to

ALLAN CAMERON,
General Agent,
or to

SHEWAN, TOMES & CO.
Hongkong, 13th May, 1901. [432c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW, & AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th May, 1901. [226c]

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

ERATED WATERS
IN THE FAR EAST.

OUR NEW FACTORY, facing the sea at the PRAYA RECLAMATION, is constructed with every attention to the best principles that sanitary science can suggest.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified by the best English-makers.

A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY,
Hongkong.

The Hongkong Telegraph
HONGKONG, MONDAY, MAY 13, 1901.

REUTER'S TELEGRAMS.

THE KING'S CIVIL LIST.

LONDON, May 10th.
The House of Commons has agreed to the King's Civil List. An amendment by Mr. Labouchere to reduce the amount was rejected by 250 to 62 votes.

THE CENSUS IN ENGLAND AND WALES.

The Census in England and Wales shows a total population of 32,525,716, being an increase of 3,523,192 since 1891.

EXCITEMENT IN THE NEW YORK STOCK MARKET.

Scenes of wildest excitement occurred yesterday in the New York Stock market owing to unprecedented fluctuations in railway stocks. The Glasgow and London markets were thrown into panic in consequence.

BRITISH SOUTH AFRICA.

Johannesburg is resuming its normal condition. Most of the stores have re-opened and more mines have re-started work. Eighteen squadrons of Yeomanry have sailed from the Cape homeward bound.

FOREIGN POST OFFICES IN TURKEY.

The Porte has sent a Note to the Embassies demanding the abolition of the foreign Post Offices at Stambul. The Embassies are annoyed at the arbitrary tone of the Note, and have returned it.

BRITISH SOUTH AFRICA.

May 11th.
The Bushveldt operations have resulted in the capture and surrender of 1,500 armed belligerents.

PARLIAMENT.

Lords Spencer, Goschen, Northbrook, and Ripon, criticized the proposal for the transference of Coaling stations to the Navy. Earl Selbourne replying, said the question was still under examination.

SUPPRESSION OF IRISH NEWSPAPER.

The House of Commons has rejected a motion by Mr. Dillon to adjourn owing to the seizure of the newspaper *Irish People* for defaming the King.

WEATHER REPORT.

The Observatory report says:—On the 12th at 12.10 p.m. the barometer has risen generally, particularly on the China coast. Pressure is high over China, and gradients are slight to moderate for N.E. winds on the coast,

and in the N. part of the China Sea. Forecast—Moderate N. to N.E. winds; rainy at first, probably improving later.

On the 13th at 11.45 a.m. the barometer has risen slightly on the China coast, fallen a little in the Philippines. Pressure remains high over China with slight to moderate gradients for N.E. winds on the coast, and in the N. part of the China Sea. Forecast—Fresh N.E. winds; dull, cloudy.

LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide advertisement appearing elsewhere.

THE Manager of the Joint Telegraph Companies informs us that cable communication with Tsingtau is restored.

THE *Gazette* notified that the lane between houses Nos. 83 and 95, Wanchai Road, has been named Chi Sing Lane.

OWING to the indisposition of the Chief Justice, Sir John Carrington, the *Hongkong-Glenyle* collision case was adjourned until to-morrow.

NOTICE.

Our Special Edition is now on sale and may be obtained on application. Price fifty cents. Intending purchasers are advised to order early. See advertisement appearing elsewhere.

LETTER and Answer.—"Dear Mr. Editor,—Please read the enclosed poem and return it to me with your candid criticism—as I have other poems in the fire." "Dear Sir,—Poem returned herewith. Remove the irons and insert the poem."

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

THE *Gazette* of the 11th instant contains a Post Office notification to the effect that from and after the 1st prox. parcels containing coin or bullion cannot be sent by Parcels Post, to or from the United Kingdom, except those whose contents do not exceed £5 in value, or those whose contents are obviously ornamental.

THE returns of the number of visitors to the City Hall Library and Museum for the week ended 12th May are:—

	Library.	Museum.
Non-Chinese	379	158
Chinese	102	1,863
Totals	481	2,021

FROM Manila papers to hand we learn that the Spanish gunboat *Marques del Duero*, was recently raised from the harbour at Cavite, where she has been sunk for three years. It is expected that several other sunken Spanish vessels will be raised shortly, amongst them the *Bulacan* and *Don Antonio de Ulloa*.

THE libel action against Mr. Dempsey O'Leary, of the *Siam Free Press*, brought by the police on account of a certain article which appeared in that paper, was ended on the 26th ult., when the sentence of the Court was that Mr. O'Leary be fined £25 sterling, accused to pay cost of prosecution incurred in plea of justification.

SATURDAY's boxing contest in the City Hall turned out a failure. The audience was poor and the whole affair scarcely lasted an hour. Bratt, of the *Centurion*, who was billed to meet Avery in a fifteen-round contest, was arrested before he entered the ring, for failing to join his ship before she sailed. There were a few exhibition bouts, but nothing of much account.

IT may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

THE Union Church at Shanghai gave a concert by the choir, in the cause of a new organ for the building, on the 4th of this month. "The platform end of the church was tastefully decorated with the flags of all nations, says the *New Press*, and everything went to prove the care with which all the arrangements had been carried out." The first part was a concert, and the second part comprised, the sacred cantata entitled "Esther" which proved a great success, numerous ladies and gentlemen well known in Shanghai taking part in the production.

A FEW days ago we published a warning against the following prize competitions. A Correspondent now writes to the *Madras Mail*—"Anent the Government of Burma's warning to the public regarding the free supply of ear drums by a certain firm, and the prizes offered by *The Woman's World*, which appeared in your issue of the 12th instant, I write to say that I have been a victim to the latter. Seeing a long advertisement in the *Eastern Guardian* about an ornithological contest for which prizes were offered, I competed for it and got a letter from the editor(?) informing me that the Prize Committee had awarded me a clock, and that if I sent 5 shillings and 10 pence to pay postage the same would be sent to me. It is now over six months, and I have heard nothing further, nor can I get a reply to any of my letters. Surely the London police do not allow persons to swindle the public wholesale, for I am not the only victim, for I see several similar complaints in *Indian Tii Bits*. I have not the least doubt that the *Eastern Guardian*, like *Indian Tii Bits*, has been done out of its charges by inserting the bogus advertisement." We suspect the ornithological contest is square enough. It was probably started to find out which was the biggest goose of the flock. The originators of the "Contest" know by this time, but perhaps think it might hurt someone's feelings if they published the winner's name.

P. H. HERLIHY, chief engineer of the steamship *Rio de Janeiro* when that vessel went down off the Golden Gate, has appealed to the United States Circuit Court from the decision of the United States Inspectors of Local and Foreign Steam Vessels revoking his license as an engineer. Herlihy states in his appeal that he was not served with a copy of the charges and was not given an opportunity of defending himself. The inspectors found that Herlihy was guilty of neglect of duty on the occasion of the wreck of the *Rio de Janeiro* and they revoked his license.

ON Saturday afternoon the following ties in the lawn tennis tournaments of the Hongkong Cricket Club were played off:—Singles A Class—B. A. Cox, over 146, beat E. G. Barrett, over 146 7-5, 6-3; Double Handicap—E. J. Crist and T. S. Smith, over 151, beat F. H. Veats and E. G. Barrett, over 216 (6-4, 5-7, 6-2, 6-3). The fixture for to-day was:—Final A-Class—P. A. Cox v. A. Humphreys; for Tuesday, Final Championship—P. A. Cox v. H. Pickney; for Wednesday Final Professional Pairs—P. A. Cox, and E. F. Mackay v. H. W. Slade and F. Maitland. On Wednesday the prize distribution will take place and there will be a band in attendance.

THE ship *Atsukoka*, belonging to Messrs. Kenny, Mahon & Co., London, arrived at Queenstown on the 9th ult., says *Fairplay*, after a passage of 101 days from Astoria. She was coated with Messrs. W. B. Dick & Co.'s "Imperial" composition on February 5th, 1900, in Limerick, thus having been 14 months in the water. This ship still holds the record passage from Cardiff to Hongkong, (when she was also coated with the "Imperial" composition.) This is considered a record for both ship and composition. The ship *Owenee*, belonging to same owners, has just sailed after being docked and re-coated with the above composition in Dublin. She turned out perfectly clean after being in the water for over 14 months.

AT THE MAGISTRACY.

STOWAWAYS.

Li Shek, Chan Yuk and Li Yu were found stowed away on the steamer *Diamante* on the voyage up from Manila. One of them was found in the compartments and the other two in the cook's room. They each told a story of the ship leaving before they were aware of it. Fines of £15 or a month were imposed by Mr. Hazeland, the first defendant being the only one who paid up.

A WELL-ARMED WATCHMAN.

Tsang Ling Shan, a watchman of Cheung Sha Wan, pleaded guilty before Mr. Hazeland to the possession of one revolver, two swords, one knife and one box of ammunition without a permit. He was fined £50 or one month hard labour, the arms were confiscated. The fine was paid.

STREET OBSTRUCTION.

Li Ming a hawker, pleaded guilty to placing two stalls of fruit in Wing Fung Street and thereby causing an obstruction. He was fined \$3 or fourteen days by Mr. Kemp.

REFUSING HIRE.

William Albert Morgan, Assistant Manager, Bay View Hotel, tried to take a rickshaw on Saturday, but the puller refused to accept the fare and called complainant a "fat devil." Three dollars or fourteen days was the sentence. It is to be hoped the coolie's language will improve.

STEALING RATTANS.

For the theft of a bundle of rattans, valued at \$6, Li Tsan was sent to gaol for three weeks.

NO LICENCE.

Plying a ricksha for hire without a licence, cost Li Kum three dollars or fourteen days. He paid up.

PASSING BY.

Corradat Sing, P.C. 795, charged Chan Kan with throwing rubbish on the street. The excuse of "passing by" didn't avail this time, and Chan had to pay up a couple of dollars.

A MODERN DIOGENES.

Ng Liu, a coolie of no fixed abode, was found by Wong Chin, P.C. 751, calmly walking off with an empty cement barrel. Defendant didn't say he intended to live in it, and perhaps that is why Mr. Kemp gave him a couple of months' lodging fine. He had four previous convictions recorded against him.

ANCHORING IN THE FAIRWAY.

Leung Pak Tai was fined \$3 or 14 days for anchoring his junk in the Fairway. His excuse was he was driven there by the wind.

NO LICENCE.

Su Tin had a public ricksha but had no licence. He is now two dollars poorer.

DRUNK.

Herbert Wheeler, a German from the S.S. *Deutscher*, was charged with behaving in a noisy and disorderly manner while drunk in Queen's Road on Saturday. The usual \$3 or 14 days settled matters.

PAWNING THE BOARD'S CLOTHING.

Ip Wing, a Sanitary Board coolie, was charged by Inspector Reide with "unlawfully pawning a cotton jacket, value 60 cents, the property of the Sanitary Board Authorities, without being duly authorized or employed in that behalf." Defendant pleaded guilty and was sent to gaol for seven days. From the manner in which the charge is framed one would imagine that the S. B. was in the habit of pawning its clothes wholesale. Perhaps that's what the members do when reporters are asked to withdraw.

A HEALTHY WASH.

D. McHardy, P.S. 50, believes in cleanliness but not in waste. Yesterday he saw a coolie washing his feet at a public fountain. The coolie, however, went away and left the water running, so McHardy swooped down upon him. Mr. Hazeland thought that a two dollar fine might teach him to turn off the tap in future.

LODGING IN THE AIR.

Lung Yam was found to be a rogue and vagabond for that he did wander abroad and

lodge in the air. He was given fourteen days' hard labour. Query—Does lodging in the air imply a state of suspension similar to that of the Prophet's coffin?

WEDDING OF CAPT. AINSLIE AND MISS ANESBURY.

Shortly after noon to-day at St. John's Cathedral, a quiet wedding was solemnized between Capt. H. P. Ainslie, 3rd Madras Light Infantry, and Miss Anesbury. The bride is a daughter of the Colony, having only come here by the last English mail. The bridegroom's men lined the whole way to the church, from Ice House Lane and a dozen or more occupied seats in the church, and seemed highly interested with all they saw.

The church was beautifully decorated with plants, and the usual red carpet was laid for the ceremony. The bride was dressed in a white bridal costume, and carried an exquisite bouquet of choice white flowers. She was attended by one bridesmaid who was attired in white and yellow. The ceremony was impressively performed by the Rev. R. F. Johnson, M.A., and Mr. G. P. Lammert presided at the organ. A reception was afterwards held at the Hongkong Hotel, which was attended by some friends of the bridegroom. The happy pair left for Macao to-day by the S.S. *Hongkong*, and afterwards intend proceeding to Japan for their honeymoon. We wish Capt. and Mrs. Ainslie long life and happiness.

THE LAND COURT.

We make the following extracts from the Report of Mr. Gompertz on the work of the Land Court for the seven months ending Dec. 31st, 1900:—

Mr. Gompertz says:—

"I found on taking up my duties that matters were in the following state:—

The Survey on a scale of 16" of between 30,000 and 40,000 acres of the New Territory had been completed, leaving the remainder of the mainland and the whole of the islands to be dealt with.

WORK BEGUN AT KOWLOON CITY.

The area including Kowloon City and extending to the Lyemum Pass was well adapted to be taken as a test of the work that would have to be done, containing as it did (a) padi and vegetable land, (b) house and shop property, and (c) fishing grounds and foreshore. Furthermore it was reasonable to suppose that its proximity to Hongkong would render the people more amenable to Western methods and better able to understand the meaning of what they were required to do than might have been the case with villagers in more remote districts.

CLAIMS OF OWNERSHIP.

By far the major portion of the land either under cultivation or covered by buildings is held by persons whose claim to the ownership is not disputed. The average areas of individual holdings are so small and their value to the possessor so great that it is not remarkable that the ownership is as a rule perfectly well known and uncontested, especially seeing that much cultivated land bears three crops a year and is consequently hardly ever left fallow. I estimate that omitting Sham Shui Po which bristles with difficulties, and perhaps the strip of coast from Ngau Tau Kok to Lyemum, the percentage of disputed claims will not be more than about 5%.

The disputed claims having been put on one side those which are undisputed must be carefully sifted to ascertain whether there is any effective occupation. Where the land is and has been for any considerable time under cultivation or where there are inhabited buildings on the land, I take it the Government will as a general rule confirm the occupiers in their possession, even though they have no real title whatever. But where the land is unoccupied and consists of foreshore or waste hill land, the titles will need careful scrutiny. Taking as general the axiom that the Chinese Government recognized no ownership not authorized by a registered instrument, it is unlikely that many persons would have been at the expense of paying taxes and registration fees for land which under Chinese rule was practically valueless. Many persons on the other hand, now that there is a ready market for such land will be anxious to assert rights of ownership which they never possessed or which have long lapsed to the Crown in consequence of the abandonment of the land.

In other cases exclusive rights of fishery or of wood and grass cutting may have been granted to individuals who are now anxious to claim full ownership of the land over which they exercised these rights. These are the cases which present questions really difficult of solution, many of which may not be satisfactorily settled for some years to come.

LATE CLAIMS.

It invariably happens that after the last day for receiving claims in a district has passed, there are persons who come in with more or less plausible reasons why they have not been able to present their claims in good time. Some of these have registered their deeds at the Land Office and have rested happy in the belief that they have thereby done everything that is necessary. Others have had their titles looked at in the Tai Po or Ping Shan Rent Roll Office and say that they did not understand that they had to come in again. Others have been at sea or in some village inland or in Singapore or Java, not returning until the appointed day was over. I take it that before the law such persons have no rights at all, Section 15 of the Ordinance makes it quite clear that they are in the position of mere trespassers against the Crown. It would, however, be inexpedient to ignore them, for this would mean the handing over to Government as Crown land, of areas on which were settled many bona fide occupants whose claims Government would in equity feel itself bound to enquire into at some later date.

I have adopted the course of making a separate roster for these late claims, informing the parties that the land has lapsed to Government but that I will make a report on their cases to His Excellency who will deal with them as he thinks fit. Possibly in most cases it will be found best for Government to allow them titles on the payment of a small fine as an example to others.

CLAIMS RECEIVED.

I have during the past seven months received claims in respect of:—

I. Survey Districts Nos. 1-IV comprising that portion of the New Territory which lies South of the Kowloon watershed and bounded on the East by Li U Mun and on the West by Lai Chi Kok. In all 5,675 claims comprising 7,583 lots have been received in

THE CRISIS IN THE NORTH.

Suspicious Movements in Mongolia.

SHANGHAI, May 7th.

The Tientsin *Jihui Shinwen* hears from the North-western provinces that large numbers of Mongol tribesmen along the North-western borders who have embraced the Mahomedan faith are intriguing with Russian secret agents there, and that already there are indications of intention amongst the tribesmen to renounce their allegiance to the Chinese Emperor. Proofs of this have already been sent to the Government at Peking, which considers the question to be a very serious one, full of grave consequences to the authority of the Manchurian dynasty.

[With reference to the above these Mongol tribesmen should first consult with their Kirghize brethren in the steppes west of Kashgar, who in the latter portion of the seventies also renounced the authority of China, tempted by the brilliant promises of secret agents from the Russian borders of Khokand, now called Fergana. Within three years these Kirghize found themselves heavily taxed as to their herds and cattle, over five times as much as the duties levied by the Chinese authorities at Kashgar, besides other heavy burdens. Repentance, however, came too late, whilst to crown all, their principal chiefs were taken over to Samarcand and forbidden to return to their tents in the steppes. As the chief wealth of the Mongol tribesmen, like the Kirghize, is in herds of horses, sheep, and black cattle, it would be to their advantage to study the history of the Kirghize of the last quarter of a century before taking the irrevocable step of acknowledging the suzerainty of the "Ak Pasha" White Tsar.—*Trans.*]

The Empress Nervous.

The Empress Dowager has become very nervous, and exhibits much alarm and fear whenever she hears of fighting between the Allied troops and the Chinese, and especially is this so when she reads the telegrams of the Peking Press which contain any news of threatening danger. For this reason the Grand Council have now abstained from letting her see any secret telegrams or memorials of an alarming nature, nor do the Secretaries of the Council dare to inform her Majesty of the true state of affairs when questioned by her, but merely reply that the country is at peace, and so on, to quiet her anxiety and fears.

The famine and drought in Shensi are awful. It is a daily sight now-a-days to see in the streets and roads 3 or 4 dozen of corpses, reduced to skeletons, of the sufferers from famine. Previously the case was the custom of charitable men to cover the corpses with some matting; but the numbers of dying victims have so greatly increased daily that even this slight covering cannot now be provided for the unfortunate victims. One may judge the conditions of things in Shensi, when it is stated that a picul of rice costs \$8.00 cash, and a cup of water 5 cash, whilst one must go 600 li to procure fodder for his horse.—*N. C. Daily News.*

TIENTSIN.

Affairs in the North.

(From Our Own Correspondent).

TIENTSIN, May 2nd.

Since your correspondent's last letter Tientsin has been visited by a heat-wave of unprecedented intensity for this time of year. Burning hot winds, and continuous dust storms, make life anything but pleasant, nor does the parched earth, dropping trees and the arid waste of sun baked mud around us tend to remind us of the joyous spring. "Worse than India," I overheard an Indian officer say yesterday.

The Germans at Hai-Lu near Paoingfu got into rather a tight corner apparently, being more or less surprised in a nulloah, where their losses mostly occurred, but eventually of course the inevitable result occurred and the Chinese retired hurriedly. I hear, though, the Chinese are still stubborn, and there is still more fighting of a desultory nature going on, than the ordinary persultry in Tientsin is aware of.

I may be a false prophet but do not be surprised if there is trouble again in the near vicinity of Tientsin, and that before long.

The Court is moving, but I have reliable information from Peking, that that city is not its intended destination.

On the whole the situation remains just as perplexing as ever.

Fifty-six Boxer gentlemen were rounded up near Peking by German Lancers and brought into this city yesterday afternoon, where doubtless a short trial and long knife await them.

The event of the week here was the railway accident last Sunday. Happily, what might have been a great disaster was averted in a great measure by the pluckiness of the Cantonese driver and stoker, who when they felt their engine bumping over the ties, after it had jumped the track, promptly turned off steam, reversed, opened the escape valve, and jumped clear before the turn-over, escaping with slight injuries, the worst a fractured rib. It is gratifying to note this presence of mind and courage, as if it is a sample of the whole Chinese staff, one will feel more at ease than formerly, when travelling to Peking at 40 miles an hour in a cage and heavy train entirely in the hands of the Cantonese drivers.

Two American soldiers who were riding in a forward truck guarding some merchandise, were the only Europeans injured. One sustained a sprained ankle the other, Kennedy by name, more serious injuries to the spine. Some 30 or 35 Chinese riding in the open trucks were badly injured, 20 being killed outright; the front cars were full of grain bags, and as after the derailment both engine and three cars rolled down the embankment, the Chinese on those cars were caught by the grain bags and probably suffocated.

The cause of the accident is somewhat obscure; it occurred near Loh, the nearest point on the railway to Peking, you may recall, reached by the relief force under Admiral Seymour. It is officially stated to be the result of a violent gale of the previous night piling sand on the rails; from an unprofessional point of view this seems improbable, but that is Mr. Kinder's theory.

Others think, as I am inclined to, that the Chinese might have had a hand in the game, despite the near proximity of a military post. Directly the news was telegraphed from Loh to Tientsin and Peking, relief trains were at once sent to the scene, and everything possible done to relieve suffering and to clear the line and Italian aid on in a very prompt and gracious manner, offered assistance to our medical staff—which, however, though much appreciated was not accepted, as fortunately our staff at Tientsin were well able to render all medical aid necessary.

The three French soldiers, one of whom struck Mr. Bainer of the Madras Pioneers with his sword on the head, on the Taku road some weeks ago, are now being court-martialled; a French officer told me they are certain to get very heavy sentences, probably 20 years of "travaux forcés," or some such little piece of penance.

The French soldiers are well behaved and orderly when in their concession now, and

it is really owing to general Vayron's tact and firmness that the really serious troubles have been averted and put down before they led to grave international complications.

On Wednesday night the band of the 3rd German East Asiatic Infantry, gave us a Wagnerian concert in the Gordon Hall which was well filled, with those who can appreciate good music, and also with those who cannot but who go because they feel it is the correct thing to do.

On Friday we are to have more Wagner. The Royal Engineers are gradually cleaning the Pehio of obstructions in the shape of junk which were burst or sunk during the troubles last year, by means of dynamite.

The brigands are still very troublesome in the neighbourhood of Chang-Li-Au. Chang is the station halfway between Tientsin and Taku. Major Duce, the officer acting as Provisional Government Magistrate of that district, has made many night reconnoissances in force. Later he was lucky enough to bag 7—but what is that among some 2000?

Undoubtedly the drought has had a great deal to do with the organising of these brigand bands, as in the same way it attracted recruits for the Boxers; no rain, no crops, no crops no work, no work no pay, no pay no chow, and "Boxing" and "Brigandage" are pleasant vacations than starving, and when once gentle John feels the gnawings of his vitals he becomes a desperate and for the nonce bold man, that is to say, when there is safety in numbers.

A very pleasing ceremony took place this morning, which was marked by the furious dust storm that was enveloping everything with chunks of Gobe desert. Mrs. Bellingham, Mrs. Trostle and Nurse Bourignon of the Diamond Jubilee hospital here, were presented on full parade of the British Garrison with the order of the Red Cross, for their gallantry and useful services tending the sick and wounded in the English Club hospital during the siege under heavy, dangerous and incessant shell fire.

The troops were formed up in hollow square, and General Lorne-Campbell pinned the decorations on the breasts of the ladies himself, the ladies being escorted by a field-officer to the centre of the square. After a few words of thanks from General Lorne-Campbell, the ladies were escorted back to the saluting base by the staff and witnessed a march past of the entire garrison, and then returning to the pavilion where the recipients of these hearty cheers and the personal congratulations of the community. Pleading though this well deserved tribute must be to them, better for the memory of the gratitude that many a poor sailor or soldier felt for them, whose dying hours they helped to lighten or whose aching wound they helped to soothe; Mrs. Bellingham was also the recipient of a handsome piece of silver from the *Terrill* as a mark of respect and gratitude to her for her kindness and help to the sick and wounded in the hospital during the trouble.

We are looking forward to the "excellent" programme of military sports promised us by battery R.H.A. on Saturday next. Driving, Jumping, Tent-pegging, Wrestling on horseback, Lord Lindsay and Victoria Cross winner are now entering and the inevitable tug of war. Unhappily one poor fellow was badly injured practising last week, but it is to be hoped he will pull through all right.

"We trust rain will soon fall in the north, as this continued drought after last year's dry season, will do more to create trouble here than anything, and another year of drought in famine-stricken Shensi, would be the desolation of desolation."

FOOCHOW NOTES.

FOOCHOW, 4th May.

H.M.S. *Daphne* arrived from the scene of the wreck (*Sobraon*) yesterday and through the courtesy of Messrs. Gibb, Livingston and Co., the Agents of the P. and O. Company, we have learnt the following latest particulars of what was being done. The *Daphne* brought Sub. Lieut. Gibbs and Mrs. Phipps, 3 infants and amah who go forward in the *Haimun* tomorrow and Mrs. Hunt, infant and amah and Mrs. Sharman who go back to Shanghai per *Haeslin* on the 7th instant. Several opportunities had been given the remaining wrecked passengers for getting away, the latest being the *Anping Maru* a steamer with comfortable accommodation for 1st, 2nd and 3rd class and 21 Second saloon passengers, without speaking of the officers cabins which were available and the saloon couches, but like the other chances given this was not considered sufficiently good. The unfortunate ladies and gentlemen were well cared for on board the *Coromandel* and appeared to be in no hurry to leave. The following is a list of the passengers still on board the *Coromandel* yesterday:

1st Saloon, Mr. Brock, Mr. Goodwin, Misses Hogg (2).

2nd Saloon, Mr. Ingram, Mr. Robertson, Mr. & Mrs. C. F. Hogg, 3 children and 1 infant, Dr. and Mrs. Hogg, 1 child, 2 infants and amah, Mr. Sloan, Mr. Prost, Mr. Nasmit, Misses Black (2), Miss Sandberg, Mrs. Horobin and 3 children, Mrs. Ogren and 2 infants, Miss Fushe and Master Pushe.

Total Adults 21

Children 12

33

Communication with the wreck is well kept up. The *Daphne* returns to-day, a Chinese gun-boat goes out tomorrow and another gun-boat on the 7th instant. The cargo was being gradually got out. The silk and parcels went to Hongkong per *Irene*. The passengers and crew are all in good health but beginning to feel the want of fresh provisions, which have now been supplied them from this port, Shanghai and Hongkong. It is understood the *a.s. Ballaarat* is to call for the remaining passengers and crew. According to the latest accounts the Dock party from Shanghai had commenced pumping the stranded vessel with intention of trying to tow her off the rocks; their success would depend on the weather. The launch sent to Sharp Peak on the 25th ult. to bring up the passengers and mails brought in from the wreck by a junk was kindly lent by Messrs. Jardine, Matheson & Co.

It is with regret that we have to refer to the death of perhaps the oldest resident of this Port. Last week we lost to rest Mr. Robert Lowe, a much respected member of the Pagoda Community. He was originally a member of the Imperial Chinese Customs and came to Fochow in 1861 at the opening of the Service. Though, since his retirement, he was resident at Pagoda, he took the warmest interest in all matters of sport and pastime here. His memory will be kept green by his generosity to several of our institutions, to four of which he has left handsome legacies. A bequest to the Race Club takes the form of two cups, to be raced for at two meetings by griffins, locally owned, and if ridden by outsiders to carry a ten pounds penalty. The Native Hospital here and the Cemetery at Pagoda are to receive \$2,000 and \$1,000 respectively and the Recreation ground one third share of the proceeds of the sale of his household property.

The first of what it is hoped will be a series of Flower Shows, was held last Saturday in the godown of Messrs. H. S. Brand & Co. Though

possibly not up to the standard of those held some years ago, it was nevertheless an excellent show and well supported. The recent heavy rains had done so much damage to the pot flowers that they were hardly as good as was expected; with the exception of the magnificent collection of Spanish Irises, Tritonias Crotons and Cannas exhibited by G. Siemssen Esq.

The Vegetable and Cut Flower classes showed some excellent specimens. Particularly noteworthy among the latter class being the contributions sent in by W. H. Wallace, Esq., viz.:—*Hemerocallis Aurantiaca* Major, a flower which gained the first prize at the Shrewsbury Autumn Show for the best plant introduced in 1895; and *Watsonia Ardemel* Iridifolia which was awarded the same distinction there in the following year. The bunches of single and double *Watsonia*, *Isias*, *Suns of Bethlehem*, Spanish Irises; *Gladioli* Chidii and *Lemni*, Tritonias and *Sparaxis*, were all very fine and much admired. Only one prize was awarded for all these cut flowers, but it is hoped that, encouraged by the success with which they can be grown here, others may be tempted to cultivate them and new classes may be opened for them on future occasions.

Special mention should also be made of the Cannas exhibited by G. Siemssen, Esq. Great interest was taken in the table decorations, some eight ladies competing. The first prize was awarded to Miss Moorehead for a beautiful arrangement of yellow Irises, while Mrs. O'Brien-Butler and Mrs. Hughes took second place for an effective scheme in green and white. Great taste was displayed by all competitors and more than one other was highly commended. The ornamentation of the Tea Table was particularly pretty, and the Committee decided to present a special prize for it to Mrs. Brand. Tea and cakes were provided by the Committee and the Viceroy's band performed selections of foreign and Chinese music during the afternoon. The prizes for the table decorations were presented by G. Siemssen, Esq., on behalf of the Committee. In a few appropriate words he referred to the pleasure it had given the Committee that the idea had been so well supported and he congratulated the competitors on their handwork. The thanks of the community are due to the Committee.

G. Siemssen, Esq., W. H. Wallace, Esq., T. Moorehead, Esq., also to the Judges: H. Sutherland, Esq., W. Muller, Esq., and to the Honorary Secretary and Treasurer H. Shelley Brand, Esq., for the able way in which all the arrangements were made and carried out.—*Echo.*

SECRET SOCIETIES IN SHANGHAI.

The local high civil and military officials in the city have received telegraphic instructions to the effect that members of the secret societies known as *Fu-yu-piao* and *Wei-tien-piao* were reported to be hiding in Shanghai and planning designs for evil purposes. Consequently these officials are exceedingly vigilant in watching for these secret members day and night in the city.—*New Press.*

THE REFORM MOVEMENT.

Chang Pei-hsi, President of the Court of Cassations, has sent the Emperor the following suggestions on reform. It will be remembered that this official was appointed by His Majesty the Emperor Kwang-hsu as special envoy to go to Great Britain to offer condolence and tender congratulations. He finally gave up the appointment because of his inadequate rank. The suggestions are:—(1) To change the official etiquette; (2) to regulate the financial resources and governmental affairs; (3) to establish schools; (4) to modify the methods of the provincial and metropolitan examinations and (5) to establish newspapers.

REBELLION IMMINENT IN MONGOLIA.

BACKED UP BY THE RUSSIANS.

It is reported in the native press at Tientsin that the Mongolian Mahomedans have been in secret and deep league with the Russians and that their designs for raising a rebellion have been revealed.

With regard to the above, there appears a letter from Kalgan in yesterday's *Su-pao* which states that the Mongolians were greatly excited over the numerous rumours which were current about themselves. Many Mongolian Princes and nobles have joined the neighbouring Russians.

The Russians now have united with the famous Ma Tseh robbers (Horse riders) who are very dangerous to the northern traders and have joined the Mahomedans. It is evidently the intention of the Russians to bring China in a dilapidated state before letting her off. The writer fears that in the event of the withdrawal of the Allies, Kalgan would not be so peaceful as it is at present. The editor of *Su-pao* also writes a note following this paragraph saying that it is Prince Tuan and General Tung Fu Hsiang who started the rumours in order to influence the inhabitants (to go and join their forces).—*New Press.*

NEWS FROM THE NORTH.

[China Times.]

The news of the fire in the Winter Palace was told the Empress by a Vice President of one of the Great Boards; the Dowager was exceedingly angry, and we fear it will have an adverse influence on the mission of President Ching who has gone to Si-An to induce the Court to return to Peking.

In one of the districts of Chih-li, Tung An, not far from Peking, the Boxer cult is still in full force, and the people believe in it apparently as much as ever. The French have got wind of this, and are about to send an expedition. Now that the Mauserian Treaty has been shelved, Li Hung-Chang is devoting his energy to reopen negotiations with Russia to secure the complete withdrawal of the Russian forces from Manchuria (sic).

The Chinese in the German sections of Peking showed their regret at the death of General von Schwartzkopf by donning white clothes on the day of his obsequies. Since this melancholy event many of the Chinese have come under the suspicions of the Germans, and in some places in the German section they are not allowed to pass.

A report has got abroad in Peking that the men arrested for petty misdemeanours in the City are to be sent away to distant places with the foreign soldiers; there has been quite a panic over this foolish rumour. We hear that the false corners all hail from the south-east part of the suburbs; that they get 500 cash for each bad dollar but will not sell less than fifty at a time.

The ex-deputy Lieutenant-General of Feng Tien, Ching, recently fought the Russians with the result that he lost 800 and the Russians go. He has 4000 Mongolian troops with him, and is now enlisting the disbanded soldiers and brigands from the district between Shan Hai Kwan and Kin Chow to resume the conflict.

DISASTROUS GALE IN AMOY.

PLAQUE IN KULANGSU.

Writing on 29th ult., the Amoy Correspondent of the *New Press* says: A storm of unusually severe proportions has been raging since Friday last. The visit was sudden and totally unexpected. Many trees were uprooted and amongst the number a huge banyan, several hundred years old, which stood in Kulangsu near the cricket ground, which fell to earth with a tremendous crash, doing considerable damage to the adjacent houses. Many foreign houses were more or less seriously damaged, besides other property, and a sampan was capsized and the two occupants are reported to have been drowned, the water being rough at the time. The weather has been alternately hot and cold, and as a consequence of this disturbed state, bubonic plague has broken out in Kulangsu. There have been not a few deaths, and fatal cases are reported daily on the Amoy side. It is a general belief amongst the Chinese that half the population of Amoy will be carried away by the Angel of Death this year, as they have received warning to that effect from the idols.

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1899.

Barometer 29.867

Thermometer 76.2

Humidity 84.0

Rainfall 15.0

TO-DAY.

WEATHER REPORT.

On date at On date at

Barometer 30.07 29.90

Temperature 72 73

Humidity 71 72

Rainfall 0.95

TO-DAY.

Monday, 13th May, 1901.

Chinese—25th of 3rd moon of 27th year of Kwang-si.

Sun—Rises 5hr. 0min.

Seis 0hr. 0min.

High water—Morning 5hr. 7min.

Afternoon 4hr. 10min.

Low water—Morning 10hr. 25min.

Afternoon 11hr. 16min.

ANNIVERSARIES.

1792—Pope Pius IX. born.

1832—C. Cuvier, naturalist died.

1841—Sir John Davis arrived in Hongkong.

1846—The United States declared war against Mexico.

1864—A corporal of the British Legation murdered by Chinese soldiers at Peking.

1879—Trial of the *Kate Waters* pirates.

1891—Anti-foreign riot at Wuhu.

1898—Spanish fleet at Martinique.

1898—French evacuate Kishi, West Africa.

English flag hoisted.

1899—Serious railway accident at Easter U.S.A. 34 killed, 40 injured.

TO-MORROW.

Tuesday, 14th May, 1901.

Chinese—26th of 3rd moon of 27th year of Kwang-si.

Sun—Rises 5hr. 22min.

Seis 0hr. 31min.

Moon—En Equisior 0hr. 31min.

High water—Morning 5hr. 45min.

Afternoon 5hr. 33min.

Low water—Morning 11hr. 55min.

Afternoon 0hr. 0min.

ANNIVERSARIES.

1878—Assassination of Okubo Toshimichi, Minister of the Home Department at Tokio.

1886—Arrival in Hongkong of Sir John Walsham on his way to Peking.

1897—Battle of Gribow.

1899—Paris Chamber of Commerce partially destroyed by fire.

AGENDA.

TO-MORROW.

Daylight—D. & Co's steamer *Haitan* leaves for Coast Ports.

Cargo ex *Hilitchi Maru* subject to rent.

Cargo ex *Wittgen* subject to rent.

WEDNESDAY, 15th.

Daylight—O.S. K. steamer *Akashi Maru* leaves for Coast Ports.

Noon—C. P. R. steamer *Empress of Japan* with Mails passengers etc. leaves for Vancouver B.C.

Noon—N. D. L. Co's steamer *Prinz Heinrich* leaves for Southampton.

Cargo ex *Hongkong Maru* subject to rent.

THURSDAY, 16th.

4 p.m.—Indo-China Co's steamer *Loongang* for Manila.

5 p.m.—C. & M. Co's steamer *Diamante* leaves for Manila.

8.30 for 9 p.m.—Regular Meeting of the Par. sevice Lodge at the Freemason's Hall, Zealand Street.

Cargo ex *Bengal* subject to rent.

FRIDAY, 17th.

Daylight—N. Y. K. steamer *Awa Maru* leaves for Marseilles, London, etc.

TUESDAY, 21st.

Noon—N. Y. K. steamer *Mike Maru* leaves for Japan's ports.

WEDNESDAY, 22nd.

Daylight—O.S. K. Co's steamer *Anping Maru* leaves for Coast Ports.

Noon—Ordinary General Meeting of Messrs. A. S. Watson & Co. at the Dispensary.

FRIDAY, 24th.

4 p.m.—N. Y. K. steamer *Kasuga Maru* leaves for Australian Ports via Manila etc.

SATURDAY 25th.

Noon—U. S. Co's steamer *China* leaves for San Francisco via Shanghai etc.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

May 13th.

F. Urquhart, chief engineer *Thales*, goes on home leave.

J. Millar, and engineer *Formosa*, has been promoted chief engineer, *Thales*.

Ed Potts, — *Klunking*, has resigned his ship.

W. McKeechie and engineer, *Thales*, has been promoted 2nd engineer, *Hollong*.

E. J. Stoddart, chief engineer, *Diamante*, goes on home leave 15th inst.

W. J. Harrison and engineer, *R. C. Lakin*, goes on home leave 15th inst.

Captain R. D. Thomas has gone in command of the *Nanning*, on the Canton-Wuchow run.

SHIPPING AND MAIL NEWS.

MAITS DUE.

German (*Hamburg*) to-morrow.

German (*Prinz Heinrich*) to-morrow.

Indian (*Siddique*) 16th instant.

American (*China*) 16th instant.

French (*Natal*) 20th instant.

American (*Doric*) 23rd instant.

Canadian (*Empress of China*) 28th instant.

The Austrian Lloyd's S. N. Co's steamer *Gieda*, left Moji for this port yesterday, the 12th inst.

The M. M. Co's steamer *Natal* with the next outward French Mail, left Singapore for this port to-day, the 13th inst. at 11 a.m. via Saigon.

The N. L. steamer *Nurnberg* from Hamburg left Singapore for this port the 11th inst., and may be expected here on or about the 17th inst.

The N. Y. K.'s steamer *Mike Maru*, (Bombay Line) left Singapore for this port the 11th inst., and is expected to arrive here on Friday the 17th inst.

The Imperial German Mail steamer *Prinz Heinrich*,

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 17th May, at Daylight.
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 21st May, at Noon.
WAKASA MARU	KOBE and YOKOHAMA	FRIDAY, 24th May, at Daylight.
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon.
S. Yoshizawa	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 6th May, 1901.

TOYO KISEN KAISHA.

NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 16th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th June, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 14th July, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railway, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 23rd April, 1901.

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S KAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
ON'S SPECIAL CREAM
and
SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
FURNITURE AND REQUISITES
WAYS IN STOCK.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DOBIC"	SATURDAY, 1st June, at Noon.
"PEAU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"JABLO"	TUESDAY, 23rd July, at Noon.

THE U. S. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railway, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

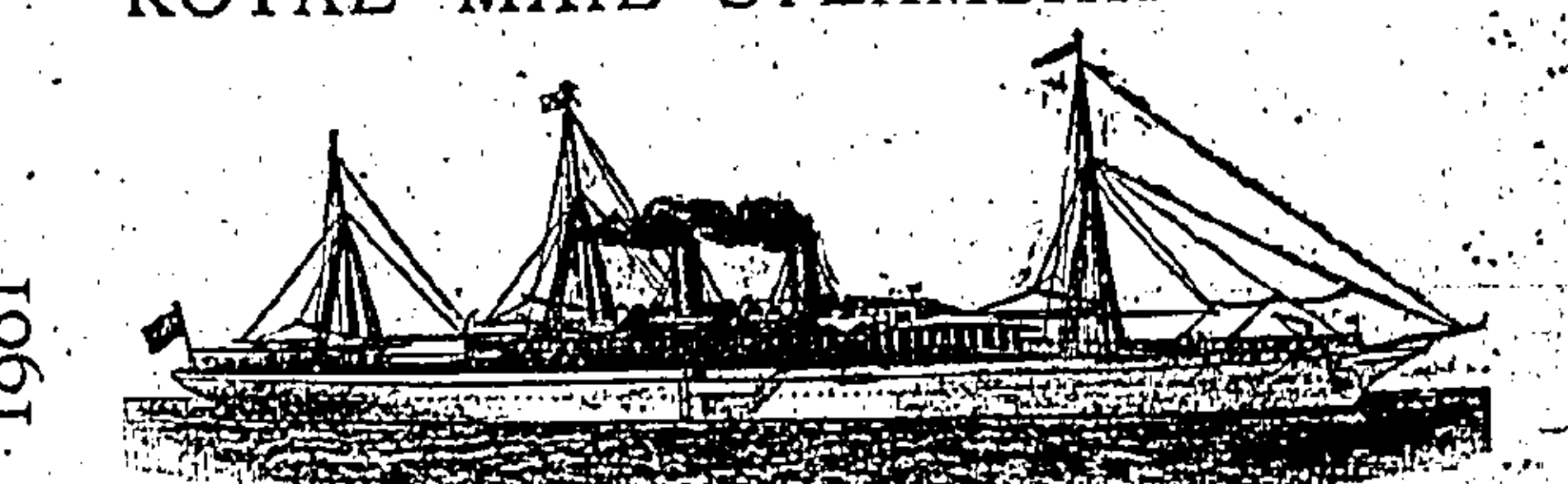
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 5th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are renowned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 24th April, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE).	21st May. Freight.
Wagner	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	31st May. Freight.
SEGOVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	10th June. Freight.
WITTENBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	10th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
YOKOHAMA	"CHANGSHA"	14th instant, at 6 P.M.
FOOCHOW	"WUHU"	14th instant.
AMOY and SHANGHAI	"WOOSUNG"	16th instant.
MANILA	"CHANGSHA"	16th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	16th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th May, 1901.

[51c]

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL	"MACHAON"	14th May.
"	"ACHILLES"	16th May.
"	"PROMETHEUS"	18th May.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"ANTENOR"	14th May.
"	"CALCHAS"	16th May.
"	"MACHAON"	18th May.
LIVERPOOL (DIRECT) (Taking Cargo at LONDON RATES)	"OLYSSSES"	18th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 9th May, 1901.

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DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY and FOOCHOW.

THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the above Ports, TO-MORROW, the 14th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 13th May, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG,"
of the HAMBURG-AMERIKA LINE.

Captain Magen, due here with the outward German Mail about TUESDAY, the 14th instant, will leave for the above Places about 24 hours after arrival.

For further Particulars, apply to NORDDEUTSCHER LLOYD, Agents.

Hongkong, 11th May, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"
Captain K. Sudaiki, will be despatched as above, on WEDNESDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st May, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carlisle City... Wednesday | May 15

Belgian King... 3:37 | about | June 10

THE Steamship

"CARLISLE CITY,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, the 15th instant, at 4 P.M.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 13th May, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th May, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"AFRIDI".....24th May.

"HILGLEN".....14th June.

"LOWTHER CASTLE".....30th June.

"HEATHBURN".....17th July.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 13th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"GISELA,"

Captain Mosca, will be despatched as above, on WEDNESDAY, the 15th May, P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 24th April, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

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PRISONERS RELEASED AT MANILA.

Major General MacArthur has carried his promise into effect and at once a thousand prisoners of war will enjoy the blessings of liberty, says the *Manila Times* of the 7th inst. The mandate is embodied in General Orders 89 c.s., in these terms:

"In view of the rapid pacification of the Archipelago, in consequence of the acceptance of the sovereignty of the United States by many leaders of the armed insurrection, and in order to especially signalize the recent surrender of General Manuel Tinio and other prominent leaders in the provinces of Abra and Ilocos Norte, one thousand prisoners of war will, upon taking the oath of allegiance to the United States, be released and sent to their homes, for which purpose the Provost Marshal General will give necessary orders.

"By command of Major General MacArthur.

The task of selecting these prisoners, and learning the location of their homes, and providing transportation to the same is, of course, one that will not be accomplished in a day, but the prisoners designated by the authorities to enjoy this boon will be given their freedom in turn as fast as is possible.

COMMISSARY SCANDALS AT MANILA.

SAN FRANCISCO, April 2nd.

The people of this city are becoming convinced that the reports that such men as D. M. Carmen, under arrest at Manila, were created through the influence of Brigadier General Elwell T. Otis have some basis in fact.

Mails from the Philippines to-day contain much of interest concerning pending commissary scandals, which news has been shut out by a rigid censorship of the cables.

The government, it is believed, is endeavoring to minimize the reports of the alleged methods of the thieves that are being brought to light does not reflect any credit, to say the least, on the administration that preceded that of MacArthur. One special letter from the Philippines just at hand contains the following statements, showing up a strange condition of affairs:

THE CARTING CONTRACTS.

"A large amount of the government freighting in Manila was done by means of two wheeled carts, drawn by water buffaloes. These carts have no sideboards. When a private individual employs one the cart is loaded with 2000 or 2500 pounds. When the government has any hauling to do each cart will contain a load weighing from 150 to 250 pounds. It was a frequent sight in Manila to see a train of fifteen or twenty carts, each containing about a double armful of stowage. These carts are rented by contract after bids have been called for. The government pays enough rentals every month for bull carts to buy all the carts and buffaloes in the archipelago.

"Carmen was given the bull cart privilege by Otis, and is alleged to be a relative of the general by marriage. D. M. Carmen's history in the islands is interesting. When the city of Manila was taken by the American troops a rich Spaniard owned the only belt railroad in the place. The owner fled to Spain. The military authorities of the United States took possession of the line, and it was finally leased to Carmen along with warehouse monopolies.

THE NEW "WHITE STAR" LINER.

There are altogether, says *Fairplay*, nine decks in the *Celtic*, lower orlop, lower, middle, upper, bridge, upper bridge, boat, and sun-decks. The engines are of Messrs. Harland and Wolff's quadruple-expansion "balanced" type, with cylinders of 33in., 47in., 68in., and 96in. diameter, by 5ft. 3in. stroke. Steam will be supplied at a pressure of 210lbs. by eight double-ended boilers, each 15ft. gins. by 10ft. 6ins. The accommodation for passengers will be above the standard set even by the existing intermediate vessels of the fleet. There are quarters for altogether 2,850 passengers, and a crew of 335. The first-class accommodation is on the upper, the bridge, the upper-bridge, and the boat decks, and corresponds to that of the *Cymric*. The number of first-class passengers provided for is 347. The dining saloon is on the upper deck, and is the full width of the ship. Aft on the upper and bridge-decks there are quarters for 160 second-class passengers. The dining saloon for this grade is situated on the upper deck. Third-class passengers to the number of 2,552 are provided for on the upper, middle, and lower decks, some in state rooms and others in open berths. The officers are, as is usual on White Star liners, housed on the upper-bridge deck, away from contact with the passengers. The deck crew numbers 64. The engine-room and stokehold staff is 92, and there are 179 stewards.

DOES THE WEATHER MAKE US DRINK MORE OR LESS?

A writer in the *British Medical Journal* has been speculating as to how far the weather—that eternal topic—influences human conduct. He quotes with some scepticism an American authority who has compiled some interesting statistics dealing with the relation of the weather to cases of police-court drunkenness in New York to show that the number of cases of drunkenness is increased by low temperature, and to some extent by high barometer, by high humidity, and also by high wind. His theory is that these weather conditions exhaust the vitality and cause craving for a stimulant. Sobriety is indeed largely a matter of climate. But unless we assume that there is a change of type in weather such as used to be believed to occur in the case of disease, meteorological conditions can hardly be held accountable for the increasing consumption in the sunny south of the strong drinks of the cloudy north.

Men who in winter keep their spirits up by pouring spirits down will in summer drink because they are thirsty. It is only those who like *Cassia* have very poor and unhappy brains for drinking that come into collision with the guardians of public order.

The worst inebriates—those who tinkle all day long, taking wine for their stomach's sake, or brandy for their nerves' sake, or gin for their "spasms," or whisky "because the doctor ordered it"—may find in the weather an excuse for an extra "nip"; but the plain truth is that, like the nigger of the legend, most slaves of alcohol "drink for drunks," regardless of weather or season.

THE PLAGUE.

Number of cases reported up till noon of the 11th May, 1901	(Chinese) 472 (Other Asiatics) 3 (Europeans) 0
Number of cases reported during the past 48 hours	(Chinese) 36 (Other Asiatics) 0 (Europeans) 0
Total number of cases reported to date	455
Number of deaths reported up till noon of the 11th May, 1901	(Chinese) 386 (Other Asiatics) 2 (Europeans) 1
Number of deaths reported during the past 48 hours	(Chinese) 36 (Other Asiatics) 0 (Europeans) 0
Total number of deaths recorded to date	425

SMALL-POX.

Number of cases reported up till noon of the 6th May, 1901	(Chinese) 60 (Other Asiatics) 12 (Europeans) 0
Number of cases reported during the past week	(Chinese) 0 (Other Asiatics) 0 (Europeans) 0
Total number of cases reported to date	81
Number of deaths reported up till noon of the 6th May, 1901	(Chinese) 47 (Other Asiatics) 2 (Europeans) 0
Number of deaths reported during the past week	(Chinese) 0 (Other Asiatics) 0 (Europeans) 0
Total number of deaths recorded to date	51

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Alia, D.	Lyall, R.
Arthur, T.	Luglaize, L.
Auger, Bishop Van	Lies, Miss.
Armistead, Miss A. J.	Loher, A.
Anderson, R. A. J.	Lawson, J. F.
Abraham, Mrs.	Larkin, A.
Ajwini, Miss	Larkin, Miss E. G. O.
Brokenshire, F.	Martin, T.
Beal, Gunner J.	Minchin, D. J.
Brown, M.	Mohy, M.
Boyd, R. P.	Moehouse, J.
Beyls, M.	McIntosh, J.
Bannerman, J.	Moore, Bishop
Burnson, Chas.	Merry, Mrs. D. J.
Bent, G.	Menasché, L.
Bryan, M. R.	Moore, J. W.
Bergerowski, C.	Murphy, Mrs. F.
Bernedo, J. G. G.	Moore, H.
Bird, W. B. M.	Murphy, T. R.
Bohm, O.	McGregor, A.
Buhning, N.	Mills, W.
Bastehersky, M. de	Maxwell, Lieut. D. H.
Barton, Miss A. C.	Myer, J. D.
Barton, A. L. L.	Matteson, J. F.
Buissinae, W. T.	Murphy, Mrs. A.
Benhar, J.	McWilliams, J.
Burroughs, Miss	Nash, F.
Cohen, A. S.	Nato, F.
Chambers, Capt. R.	Nico, J. A.
C. H.	Neilson, E.
Callen, F. W.	Osawa, Miss
Candler, W.	Oakley, Miss
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Child, H. E. A.	Phillips, C. F.
Chapman, W.	Percina, Miss S.
Cowle, E. H.	Petersen, J. G.
Calles, Capt. V.	Poemodo, J. G.
Comie, Mrs.	Paulsen, J. R.
Carbock, Capt. Van	Pillory, J. K.
Chahill, G.	Pastewsky
Cook, L. F.	Patterson, J. H.
Graig, J.	Picher, A. J.
Capel, H.	Paisis, G.
Chanes, L. L.	Pinkowsky
Comrie, T. P.	Paul, V.
Delis, Capt. P.	Parkinson, Dr. T. W.
Davis, J.	Perela, Miss S.
Duvel, Mrs. A. J. T.	Rosa and Lilly
Davis, S.	Ross
Davis, S.	Riel, G.
Drewes, Capt. H.	Reutens, J. W.
Dannenberg, Miss E.	Ripby, J.
Darlington, H.	Rohemboboy, H.
Daukewich, P.	Rivington, C. F.
Dodge, V. A.	Rose, R.
Dunbar, T. E.	Rosam, A.
Dipple, Mrs. A. G.	Rovand, A. G.
Dewey, W. R.	Read, Miss M. G.
Deas, W. P.	Rushy, C. B.
Davis, A.	Roberts
Eckert, W.	Rennie, F.
Etienne, C.	Riegen, Capt. A.
Etzel, L. E.	Read, Miss
Evans, A. M. A.	Read, Capt. T.
Edmunds, H. W. S.	Roberts, Mrs. J.
Freeling, V. D.	Rowington, C. F.
Friedrich, S. S.	Ralphs, Miss R.
Fobris, G.	Rice, C.
Fasgen, P. M.	Rice, P.
Freeman, Miss V. W.	Reynolds, R.
Gohl, F.	Rotario, F. B.
Grant, W.	Samborn, F. G.
Garis, H. L.	Sheppard, P. A.
Greepwood, Miss E. B.	Sheller, W.
Glendinning, R.	Sylvester, F. W.
Goodwin, L.	Scaulan, J.
Grange, J. K.	Solomon, Major L. L.
Gutierrez, L.	Shannon, Miss
Grunstein, B.	Schlichting, Mrs.
Gomes, J.	Smith, W. A.
Greenwood, T.	Smith, W. A.
Green, Mrs. G.	Saunder, Messrs J. & G.
Garratt, S.	Silverthorne, A.
Grimes, J. B.	Sanderson, A. O. D.
Gordon, J. A.	Sicon, E.
Grant, A.	Stephen, A.
Harkens, J.	Star, Miss E.
Hartville, L. D.	Steel, Esq.
Honey, B.	Shrewsbury, R. W.
Hardy, R. J.	Stanley, N. L.
Hachez, H.	Sawada, Miss
Hoag, P. V.	Sare, Miss G.
H. K. Amateur Photo Club.	Schub, S.
Hinderkoper, J.	Snyder, R.
Hoolley, P. F. G.	Stanley, L.
Havermeier, F. C.	Sinclair, J.
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Harrison, Mrs. P.	Salva, C. P.
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Hallard, F. J.	Thompson, P. H. W.
Hosshi, B.	Turney, A. H.
Hosack, A.	Thom, Capt. J.
Hay, Rev. N. E.	Tomykida
Hark, G.	Torre, T.
Hall, B.	Talbot, B. W.
Henderson, W. L.	Thompson, Mrs. R. M.
Heaney, Mrs.	Hosack, A.
Hawley, W. L.	Hay, Rev. N. E.
Hakata, C.	Hark, G.
Hykes, C. W.	Hall, B.
Ingold, F.	Henderson, W. L.
Jones, C. J. Counsel.	Heaney, Mrs.
Johnson, J.	Hawley, W. L.
Johnson, C. E.	Hakata, C.

Jeffries, Rev. M. Watson, J. Wilds, M. Joasiano, S. Jos, A. (Sailor) Jenkins, C. M. Jannot. Kirkpatrick, M. C. Kinn, C. H. Kelper, G. Kotewell, R. H. Karmant, S. Kirk, R. Kelton, W. Kuhn, F. Kneule and Streiff Kierulff, P. Kukman, G. W. Knapp, J. W. Koburson, C. J. Leslie, M. K. Liberge, C. Leon, C. de Losada, Dr. Lawring, C. C. London, H. J. Lester, H.

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Attare Khan, No. 774	Saleh (2)
Badha Khan	Kader Hadjie Mo-
Blank, Miss A., Arran-	hamed Abdul
dale, Southport (1)	Kahn, R.
Returned.	Lyons & Co., J.
Bun Singh	Mohamed Akbar
Boya and Co., Supt.	Montero, F. M.
Brewer, I.P.C. 856	Massey-Lee, J. H.
Burke, Ali Khan,	McKay, Charles
Bergmann, B. & R.	Morris, Capt. R. A.
Brinble, Capt. A.	Mondha Singh
Brough, R.	Mohamed Shah
Bortolo, B.	Mohamed Deen, I.P.C.
Bobal Singh	Murad Khan I.P.C. 529
Brough, Mrs. R.	Mayson, William
Clarkson, G.	MacVeagh, E.
Chunda Singh, I.P.C.	Marle, Hugo
585	Munga Khan I.P.C.
Clarke, J.	765
Chao, H. Y.	McNab, J.
Crane, E. H.	Nogueira, M.
Dell, N. M. Khan	Nawab Khan, I.P.C. 637
De Singh, I.P.C.	N. C. 111.
547	Ota (Kha), to Omah
Fox, F.	Praya East, Wan-
Famales (Bombay)	chai, Hongkong
Felice, Blaz	Ohaten, Madame
Fosusane, A.	Prizis, E.
Ferreira, F. X. P.	Pederson, C.
Frampson, Mrs. (3)	Preston, B.
Falris, G. (Singapore)	Potts, R. H.
Gahor Khan	Ram Dhor Singh
Gewawal Singh, I.P.C.	Ryan, A.
807	Ramall
Garcia, R.	Roseley, J. (2)
Gulab Khan, I.P.C.	Ross, C. H.
509	Roberts, J.
Gunda Singh	Ruston, S.
Gleason, J.	Rublee, Hon. Wm. A.
Hand, J. (Manila), To	Saiton Mohamed
Constancia Hand,	Smith, D. M.
Vic. Eng. School,	Said Mohamed
Hongkong.	Schlichting, Mrs. (1pc)
Harwood, Thomas	Shi Pui Ting, (Cosmo-
Hasham Ali, I.P.C.	politian Dock).
667	Staden, J. T.
Hilton, St. John.	Simons & Co., J. R.
Hazar Khan, I.P.C. 616	Sammel, G.
Hesa, Miss O.	Stickermann, G.
Hodge, Ed. G., Port-	Strickey, J. E.
land (Maine), Re-	Tcherinsky
turned.	Takenonchi, Miss
Hakan Singh, I.P.C.	Utam Singh
602	Utam Singh, I.P.C. 774
Hall, J. L.	Venue, G. Hongkong
Hall, R. H.	Venue, G. Hongkong
Hall, Capt. F.	to Kawamoto, (Mani-
Hosshi, J.	la).
Haynes, J.	Van-Nest, Miss E. G. (2)
Jawalla Singh, I.P.C.	West, Mrs. M.
614	Yonsen, Mrs.
Johnson, C. E.	Yersin, E.

List of Registered Covers for Merchant Ships.

S.S. Atlas	M. Richardson.
"Belgian King"	Abenethy.
"Daula"	M. Cooper.
"Emma Laykin"	M. J. Garbutt.
"Hailan"	Capt. Wallis.
"Idonensis"	Anderson.
"Manul Laguna"	T. Connolly.
"Monmouthshire"	Capt. J. Kennedy.
"Mormouthshire"	W. Cropley.
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"S.S. Saint Jerome"	Capt. A. Jones.
"U.S.S. Saturn"	H. Mines.
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"Urala"	Capt. Wilson.

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Birdlime.	Singhoochan.
Chingtai.	Steamer Wineland.
Cheong Song Loong.	Steel.
Dellagur.	Strantzen.
Fromevire.	Sunsanyuen.
Gee (Major)	Telching.
Hongkong.	Tangtai.
Kongcheong.	Toksham.
Kongyung.	Turgens.
Kongyung.	Tychongsoo.
Kwongsinloong.	Watanabe.
Laihouyung.	Wingyloong.
Lapraik.	Yeeon.
Lichuanhang.	0208 (Swee Kee Chan).
Matthew, Joseph.	051, 457 (Nam Hing).
Mrs. Marshall (Sebra-	5940 (Kwong Yu Yua).
on).	Two.
Powlee.	051, 457 (Nam Hing).
Quonlong.	0208 (Swee Kee Chan).
Quonlong.	5940 (Kwong Yu Yua).
Sham.	5940, 7147 (Manloong).

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Intimations.

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PLENTY IN HAND.

HAND.

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Hongkong, 30th April, 1900. [41]

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(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£ 1
The Bank of China & Japan, Limited (Unpaid)	£ 1	£ 5.5 buyers
National Bank of China, Ltd.	£ 8	£ 125 sellers
Do. Founders	£ 8	£ 125 buyers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$330 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$58 buyers
North China Ins. Co., Ltd.	£ 25	Tls. 180 buyers
Yungtze Ins. Assoc. Ltd.	\$ 60	\$125
Canton Ins. Office, Ltd.	\$ 30	\$175 buyers
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$360 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$8 1/2
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$35 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$135 sales
China & Manila S.S. Co., Ltd.	\$ 50	\$67 sellers
Douglas Steamship Co., Ltd.	\$ 50	\$54 sales
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£ 12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£ 12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 5	£ 7 buyers
Star Ferry Co., Ltd.	\$ 10	\$24 1/2 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£ 3 sellers
Rubberies.		
China Sugar Refining Co., Ltd.	\$100	\$135 sellers
Luzon Sugar Refining Co., Ltd.	\$100	\$38 sellers
Mining.		
Punjom Mining Co., Ltd.	\$ 8	\$7 1/2 sales
Punjom Mining Preference Shares	\$ 1	\$1.40
Société Française des Charbonnages du Tonkin	£ 250	\$300 buyers
Quean Mining, Ltd.	25 cts.	5 cent. sellers
Jelebu Mining and Trading Co., Ltd.	\$ 5	\$2.30 sellers
Raub Alluvial Gold Mining Co., Ltd.	175. 10d.	\$5.25
Oliver Freehold Mines, Ltd. A.	\$ 5	\$2 1/2
Oliver Freehold Mines, Ltd. B.	\$ 5	\$1 1/2 buyers
Dooka, Wharves and Godowns.		
Hongkong & Wharves Dock Co., Ltd.	\$ 30	\$17 1/2 sellers
Hongkong & Wharves Dock Co., Ltd.	\$ 30	\$102 buyers
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$63
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$22 1/2 buyers
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$2 buyers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$198 sellers
Kowloon Land and Building Co., Ltd.	\$ 30	\$30
West Point Building Co., Ltd.	\$ 30	\$30 buyers
H'kong Hotel Co., Ltd.	\$ 30	\$30 sales
Ontario Hotel Co., Ltd.	\$ 30	\$80 sellers
Humphreys Estate & Finance Co., Ltd.	\$ 10	\$14 1/2 sellers
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$7 1/2 buyers
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50 buyers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 55
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25
Cigar Companies.		
Alhambra, Limited	\$500	200 p. buyers
La Comercial, Ltd.	\$500	100 p. buyers
Hensiana Limited	\$100	100 p. buyers
La Favorita	\$500	100 p. sellers
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$21 sales
China-Borneo Co., Ltd.	\$ 15	\$38 buyers
A. S. Watson & Co., Limited	\$ 10	\$17 sales
Watkins, Limited	\$ 10	\$10 sellers
Hongkong Electric Co., Limited	\$ 10	\$12 1/2 sales
Hongkong Electric Co., Limited	\$ 5	\$64
Hongkong and China Gas Co., Ltd.	£ 10	\$135 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 30	\$157 1/2
Geo. Fenwick & Co., Ltd.	£ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$175 buyers
H'kong High-Level Tramways Co., Ltd.	\$100	\$225 buyers
Dairy Farm Co., Ltd.	\$ 6	\$7 buyers
Hongkong and China Baking Co., Ltd.	\$ 30	\$20
Campbell, Moore and Co., Ltd.	£ 1	\$11 buyers
Bell's Asbestos East-ern Agency, Ltd.	£ 1	\$11 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	\$11 1/2 buyers
Tedman Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50

VISITORS AT THE HONGKONG HOTEL.

Andrew, Mr. S. A.	Irving, Mr. E. N.
Angus, Mrs.	Jackson, Mrs. J. B. and child
Anisbury, Miss	Jercovitch, Mr. V.
Arnold, Mr. H.	Joseph, Mr. & Mrs. E. S.
Atkinson, Mrs. & Miss	Kutsch, Mr. E. A.
Auld, Mr. J. S.	Kiene, Mr. and Mrs. F.
Bailey, Mr. W. S.	Killar, Mr. T.
Bain, Mr. G. S. R.	King, Maj. H. S. R.E.
Basch, Mr. Q.	Kirkwood, Mr. J.
Bass, Miss	Lemaire, Mr. G.
Bell, Mr. and Mrs. O.	Lewis, Mr. J. M.
M. D.	Littledale, R.E., Major
Benjamin, Mr. D.	R. P.
Berlinger, Mr. F. J. G.	Long, Mr. & Mrs. D. M.
Black, Mr. D. F.	Macdonald, Mr. D.
Boyd, Mr. W. H.	Macfadyen, Dr. J.
Brandt, R.N., Lt. & Mrs.	Matlock, Mr. S. C.
Mrs.	McLellan, Mrs. and infant
Brooks, Major & Mrs.	Meurer, Mr. A.
J. C.	Millan, Mr. J. C.
Bruce, Capt. and Mrs.	Mudge, Mr. Geo.
Bruce, Mr. and Mrs.	Murphy, Mr. J. G.
Buddie, Mr. & Mrs.	Or, Mr. R.
Burnie, Mr. C. M. G.	Or, Capt. S. G.
Bustunoff, Mr.	Parfitt, Mr. W.
Cameron, Mr. D. F.	Patterson, Mr. G. W.
Clark, Dr. & Mrs. F.	Pattie, Mr. A. W.
Clark, Mr. W. J.	Pope, Mrs.
Clough, Mr. and Mrs.	Price, Mr. C. J.
and valet	Ridgway, Mr. B. H. A.
Craven, Mr. J. W.	Robertson, Mr.
Creasy, Mr. and Mrs.	Robinson, Mr. J. R.
E. B.	Rudeck, Mr. J. R.
Cullinan, Mr. J. D.	Schonz, Mr. C.
Darwood, Mr. J. W.	Shankland, Mr. R.
Davis, Mrs. W. & child	Stevens, Mr. H. Goyne
Denroche, Mr. F. C.	Stewart, Mr. E. H.
Derrick, Mr. E. H.	Sulton, Mr. M.
Dick, Mr. J.	Taylor, Mr. D. G.
Discombe, Mr. G. M.	Tehin, Mr. E.
Dorehill, R.A., Major	Tibbey, Mr. H. M.
Duff, Mr. W. S.	Tibbaine, Mr.
Dyson, Capt. P. S.	Tilley, Capt. and Mrs.
Elmore, Mr. F.	Uebelhardt, Mr.
Garratt, Mr. A. D.	Wakeman, Mr. G. H.
Gibbs, R.N., Mr. A.	Walker, Mr. K.
Gibson, Mr. and Mrs.	Walker, Mr. J. D.
Kennedy	Watt, Mr. J. D.
Glover, Mr. C.	Watt, Mr. J. D. and Mrs.
Graham, Mr. G. H.	Frank W.
Grant, Mr. John	Whaley, Mr. W. J. G.
Grubbs, Mr. H. K.	Whibber, Mr. L. M.
Harold, Mr. W.	R.N.R.
Hewitt, Mr. A.	Wild, Lieut. and Mrs.
Hochappel, Mr. E. C.	Bagnall
Hoeg, Dr. and Mrs.	Williamson, Mr. and Mrs.
children	Mrs. A. A. and child
Hogg, Misses C. & M.	Wiggins, Mr. and Mrs.
Howard, Mr. Thos.	Wiggin, Miss
Hawkins, Mr. & Mrs.	Willeke, Mr. F.
J. D.	Woolen, Mr. J. J.
Huke, Mr. and Mrs.	Wyllie, Mr. A.
A. N.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Baldwin, Mr. Barry	Hays, Mr. J.
Beattie, Mr. James	Hughes, Col. G. A.
Benjamin, Mr. S.	Irvine, Mr. E. H.
Bonarr, Mr. J. W. C.	Lee, Mr. J. E.
Bryne, Mr. H. F. R.	Lee, Mr. J. E.
Brown, Colonel F.	Macdonald, Mr. C. Gordon
Brusse, Mr. G.	Macdonald, Mr. C. Gordon
Cameron, Mr. Allan	Macdonald, Mr. C. Gordon
Carrington, Sir John	Macdonald, Mr. C. Gordon
C.M.G.	Macdonald, Mr. C. Gordon
Carrington, Miss	Macdonald, Mr. C. Gordon
Collard, Col. A. W.	Macdonald, Mr. C. Gordon
Crookenden, Col.	Macdonald, Mr. C. Gordon
Dann, Mr. G. H.	Macdonald, Mr. C. Gordon
Drison, Mr. F.	Macdonald, Mr. C. Gordon
Ezekiel, Mr. J. S.	Macdonald, Mr. C. Gordon
Ezekiel, Mr. R. M.	Macdonald, Mr. C. Gordon
Forbes, Mr. Andrew	Macdonald, Mr. C. Gordon
Fraser, Mr. and Mrs.	Macdonald, Mr. C. Gordon
H. W.	Macdonald, Mr. C. Gordon
Graham, Mr. D. M.	Macdonald, Mr. C. Gordon
Griffin, Major W. W.	Macdonald, Mr. C. Gordon
R.A.	Macdonald, Mr. C. Gordon
Harston, Dr. and Mrs.	Macdonald, Mr. C. Gordon
G. M.	Macdonald, Mr. C. Gordon
Gunpert, Mr. and Mrs.	Macdonald, Mr. C. Gordon
	Macdonald, Mr. C. Gordon

CRAIGIEBURN.

Anderson, Mr. Jas.	Crackenthorp, Mr. C. S.
Brown, Mr. and Mrs.	E.
H. Matheson	Pye, Mr. E. Burns
Canton, Staff-Surg. H.	Suter, Mr. Hugo
Canton, Mrs.	Volpicelli, Consul

KOWLOON HOTEL.

Davies, Mr. W.	Leary, Lieut. C.
Dean, Mr. F.	Lovell, Mr.
Downs, Mrs. Lottie	Nobbs, Prof. A. P.
Earby, Mr. E. A.	Noble, Miss Grace
Kennedy, Mrs.	Spittles, Mr. J.
Lewis, Mr. and Mrs.	Wise, Mr. & Mrs. H.
E. G.	

EXCHANGE.

Hongkong, 13th May.	
ON LONDON, Telegraphic Transfer, 1/11 9/16	
Bank Bills, on demand 1/11 1/16	
Credits, 4 months' sight 2/0 3/16	
D'cents, 4 months' sight 2/0 3/16	
ON BERLIN, (demand) 1/11 1/16	
ON PARIS, Bank Bills, on demand 2/4 1/2	
Credits, 4 months' sight 2/4 1/2	
ON NEW YORK, Bank Bills, on demand 45 1/2	
Credits, 30 days' sight 45 1/2	
ON BOMBAY, Telegraphic Transfer 1/11 1/16	
On demand 1/11 1/16	
ON SHANGHAI, Telegraphic Transfer 72 1/2	
Private 30 days' sight 72 1/2	
ON YOKOHAMA, T.T. 2 1/2 prem.	
Sovereigns, Bank's Buying Rate, 1/10 1/2	
Gold Leaf 100 touch, per tael 52.00	
Bar Silver 27 5/16	
Dollars 1/11 1/16	

OPIMUM QUOTATIONS.

Hongkong, 13th May.	
New Patna 59323 per chest.	
New Benares 9724	
Old Benares 995 per picul.	
Old Malwa 830	
Persian, paper tied 810	

VESSELS IN PORT.

Steamers.	
AKASHI MARU, Japanese steamer, 1,676, K. Suzuki, 13th May—Amoy and Swatow 10th May, General—Mitsui Bussan Kaisha.	
ATHENIAN, British steamer, 2,444, H. Mowatt, 8th April—Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour—C. P. R. Co.	
BENLARI, British steamer, 1,352, Krioble, 10th May—Bangkok 3rd May, Rice—Bradley & Co.	
BENLOND, British steamer, 1,752, Wm. Hutton, 6th May—Moji 30th April, Coal—Bradley & Co.	
BENLOND, Norwegian steamer, 2,344, F. H. Svendsen, 9th May—Moji 2nd May, Coal—Butterfield & Swire.	
BURNSIDE, American steamer, 1,400, A. H. Laffin, 14th April—Manila 11th April, Cable—Government.	
CARLEIGH, British steamer, 1,894, A. L. Paterson, 8th May—Moji 2nd May, Coal and General—Butterfield & Swire.	

CHANGSHA, British steamer, 1,460, T. Moore, 7th May—Sydney 11th April, General—Butterfield & Swire.

CHINA, German steamer, 1,113, P. Voss, 6th May—Newchwang 28th April and Chefoo 30th, General—E. A. Trading Co.	
CHOWFA, German steamer, 1,055, A. Musing, 9th May—Bangkok 2nd May, and Swatow 8th, Teakwood and Rice—Butterfield & Swire.	
CLAYDON, British steamer, 2,085, Parker, 6th May—New York 6th Mar., Case Oil—Order.	
DIAMANTE, British steamer, 1,254, A. Ramsay, 11th May—Manila 8th May, General—Shewan, Tomes & Co.	
DR. HANS JESSE, Norwegian steamer, H. Larsen, 6th May—Newchwang 30th April, Beans—Wan Tai.	
EMPRESS OF JAPAN, British steamer, 5,004, H. Pybus, R.N.R., 7th May—Vancouver, B.C. 15th April, and Shanghai 4th May, Mails and General—C. P. R. Co.	
HAICHING, British steamer, 1,267, T. P. Hall, 9th May—Tamsui via Amoy and Swatow 8th May, General—Douglas, Lapraik & Co.	
HANGCHOW, British steamer, 999, J. Pearce, 21st Mar.—Shanghai 18th Mar., General—Butterfield & Swire.	
HONGKONG, French steamer, 735, Pannier, 20th April—Haiphong and Hoihow 19th April, General—R. Macey.	
HONGKONG MARU, Japanese steamer, 6,119, W. E. Filmer, 7th May—San Francisco 9th April, via Honolulu 16th, Yokohama 29th, Kobe 30th, Nagasaki and May, and Shanghai 4th, Mails and General—J. S. Van Buren.	
LOONGSANG, British steamer, 1,092, G. S. Weigall, 11th May—Manila 8th May, Hemp—Jardine, Matheson & Co.	
MAGDUFF, British steamer, 1,882, R. Glegg, 8th May—Moji 2nd May, Coal—Doddwell & Co., Ltd.	
MAUSANG, British steamer, 1,514, Walsh, 8th May—Sandakan 2nd May, Timber—Jardine, Matheson & Co.	
MEADE, American transport, 5,526, G. W. Wilson, 26th April—Manila 23rd April.	
NANCHANG, British steamer, 1,062, Finlayson, 24th April—Saigon 20th April, Rice and General—Butterfield & Swire.	
PETRIANA, British steamer, 1,140, Snopce, 25th Mar.—Belik, (Papan) 19th Mar., Kerosene—Arahoid, Karberg & Co.	
POMPEY, American steamer, 785, J. H. Seriver, 21st Mar.—Manila 18th Mar., Coal—U.S. Navy.	
PYRRHUS, British steamer, 2,281, J. W. Walker, 5th May—Moji 30th April, Coal and General—Butterfield & Swire.	
QUARTER, German steamer, 1,146, H. Johansen, 7th May—Manila 4th May, Ballast—Sander, Wieler & Co.	
RAGMAR, Norwegian steamer, 1,220, H. Nielsen, 11th May—Bangkok 4th May, Teakwood—East Asiatic Trading Co.	
RANZA, British steamer, 3,434, Geo. H. Arnot, 9th May—New York 12th Mar., Case Oil—Standard Oil Co.	
SARNIA, German steamer, 2,052, Paeter, 8th May—Saigon 4th May, Rice—Siemssen & Co.	
SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April—Samarang and Saigon 29th March, Sugar—Yuen Fat Hong.	
TACOMA, American steamer, 1,589, John Alwen, 10th May—Tacoma, Wash. U.S.A. 9th April, and Yokohama 1st May, General—Doddwell & Co., Ltd.	
UMTA, British transport, 3,450, R. W. Gimblett, 8th May—Calcutta 26th April, Ballast—Admiralty.	
Sailing Vessels.	
ADOLPH OBRI, American ship, 1,262, Ame, 19th Dec.—New York 2nd June, and Chefoo 12th Dec. Oil—Standard Oil Co.	
DUMBLE, British ship, 1,998, H. Hennings, 14th Oct.—New York 29th June, Kerosine Oil—Standard Oil Co.	
FULWOOD, British ship, 1,086, Thomas, 1st Dec.—Cardiff via Cape Town 26th Sept., Coal—Government.	
LARGO BAY, British ship, 1,778, F. Adams, 7th April—Nagasaki 1st April, Ballast—Sander, Wieler & Co.	
LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.—Panama and Caroline Island 11th Mar., Copra—Master.	
LUZON, American 4-masted schooner, 512, Aderson, 31st Mar.—Port Townsend 28th Dec., General—Holiday, Wise & Co.	
MADAGASCAR, British 4-masted barque, 1,997, H. S. Smith, 1st Mar.—from New York, Oil—Standard Oil Co.	
MERCURY, German schooner, 52, Warnes, 23rd Feb.—Yap 9th Feb., Ballast—Siemssen & Co.	
OB, British schooner, 1,951, R. Pinkham, 9th April—Cardiff 23rd Feb., Patent Fuel—Government.	
PRESIDENT, British bark, 766, R. B. Munro, 3rd April—Rajang 8th Feb., Timber—Ping On Co.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb., Ballast—Master.	
VINEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.—New York 3rd Sept., Case Oil—Order.	
HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.	
Hongkong, May 13th, 1901.	
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. C. G. F. M. Cradock, Shanghai.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Hongkong.	
Arcturion, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starin, en route Woosung.	
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, K., Shanghai.	
Asipha, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.	
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow, New Benares.	
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,193 i.h.p., Captain G. J. S. Warrender, Nagasaki.	
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Woosung.	
Bonaventura, 2nd-class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Savile, Taku.	
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Amoy.	
Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Commander Sir Bouchier Wrey, Bart, Shanghai.	
Britannia, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. Comdr. E. A. Baird, Foochow.	
Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 i.h.p., Capt. J. R. Jellicoe, R.N., en route Shanghai.	
Defence, sloop, 1,150 tons, 8 guns, 2,000 i.h.p., Comdr. C. W. M. Ingham, Taku.	
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,000 i.h.p., Capt. Tillard, Shanghai.	
Endymion, 1st-class cruiser, 7,150 tons, 12,000 i.h.p., 12 guns, Capt. G. A. Callaghan, C.B., Wei-hai-wei.	
Esk, coast defence gunboat, 361 tons, 3 guns, 200 i.h.p., Lieut. Comdr. F. Blunt, Chefoo.	

FAME, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 350 i.h.p., Canton.

Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Ingfield, Hongkong.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, en route Shanghai.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy.

Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Hongkong.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Dawson, Shanghai.

Hus, 2nd-class cruiser, 5,600 tons, 11 guns, 9,000 i.h.p., Capt. Charles Windham, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnel, gun-vessel, 756 tons, 2 heavy guns, 4-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.

Lisard, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut.-Comdr. J. C. Watson, Practice.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.

Phenix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, Spore.

Pique, twin screw, 2nd-class cruiser, 3,000 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Flower, 1st-class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. U. V. de M. Cowper, Shanghai.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore.

Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beatty-Powall, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrile, 1st-class battleship, 14,200 tons, 30 guns, 13,500 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, Lieut. Comd. Lyne, Manila.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Com. Macleanzie, D.S.O., Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut. Comdr. Kung, Kukiang.

Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut. Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 36, 37 and 38, first-class; and 3 second-class.

Miscellaneous.

Adamastor, Portuguese cruiser, 1,900 tons, Capt. Andrew, Hongkong.

Aspern, Austrian gunboat, 976 tons, Capt. Weber, Shanghai.

Holland, Dutch cruiser, 3 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.

Kaiserin Elizabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Eliser, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 3 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossignol, Swatow.

Liberal, Portuguese gunboat, 558 tons, Com. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. B. Ritter v. Sambuch, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,735 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Capt. Mello, Hongkong.

Zenta, Austrian cruiser, 2,500 tons, Capt. Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 i.h.p., Captain Jakovlev, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., C. Vserolofsky, at Tientsin.

Alcaul, Russian gunboat, 810 tons, 8 guns, 1,100 i.h.p., Captain Eliskiev, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri, Russian, Russian armoured cruiser, 393 tons, twin screw, 34 guns, 7,000 i.h.p., Comdr. Sharon, at Taku.

Gaidamrak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbernikoff, at Taku.

Gremiatzky, Russian armoured cruiser, 1,100 tons, twin screw 12 guns, 2,000 h.p., C. Mikhalzhevsky, at Taku.

Koreletz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 12 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayagata, Russian cruiser, 1,326 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otagary, Russian armoured cruiser, 1,460 tons, twin screw, 12 guns, 2,000 h.p., Capt. Coprianoff, at Nagasaki.

Petrovskiy, Russian battleship, 12,000 tons, 12 guns, Capt. Greval, at Nagasaki.

Polstava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Oreroff, at Nagasaki.

Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Demojiroff, at Nagasaki.

Roudaynik, Russian cruiser, 1,320 tons, 14 guns, 1,800 h.p., Capt. Komarov, at Singapore.

Rurik, Russian flag-ship, 10,940 tons, 12 guns, twin screw, cruiser, 1st-class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Svetoislav, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.

Slatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Strat Vally, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Mollas, at Taku.

Sivuchit, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soubat, at Nagasaki.

Sweborg, 1st class, Russian torpedo-boat, 300 tons, 3 torp tubes 780 h.p., Capt. Sweborg, at Nagasaki.